STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0016

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

October 21, 2003
Subject: Castine - Penobscot
Project No. STP-9720(00)X
PIN 9720.00
Bid Amendment No. 3

Dear Sir/Ms.:

Please make the following changes to your Bid Package:

In the Special Provisions;

Delete Special Provision 310 - Bituminous Base Cold-in-Place Recycling, undated.

Delete Special Provision 652 - Maintenance of Traffic, dated June 11, 2002 and replace with the attached Special Provision 652 - Maintenance of Traffic, dated October 21, 2003.

Consider these changes and the attached questions and answers prior to submitting your bid on October 22, 2003

Sincerely,

for Bruce R. Carter
Contracts Engineer

SPECIAL PROVISION
SECTION 652
MAINTENANCE OF TRAFFIC
(Detour)

The following lists of Work Area signs are representative of the contract requirements. Other sign legends may be required.

Signs include:

Road Closed to Thru Traffic (R11-4)
Road Closed (R11-2)
Detour 1000 Feet (W20-2)
Detour Arrow (M4-10) Left & Right
End Detour
Directional Arrows

During construction of the superstructure, the Contractor shall maintain two way traffic on the Special Detour.

When traffic is routed over the Special Detour, the existing bridge shall be closed to traffic by means of temporary concrete barriers, beam type guardrail, or other approved barriers.

Detour signing shall be installed prior to the closure of the superstructure and maintained through the closure by the Contractor.

When the superstructure is open to traffic the Contractor shall immediately remove all detour signing.

The following questions have been received;

1) Q. *Because of the existing transverse profile of the existing roadway and also because extra reclaim will be added in front of the recycling train, can it be assumed that there is no requirement to proceed with the milling of the shoulder?*

A. Correct, see Typical Section 1, Note 4. Section 310.07 states: "In areas where paved shoulders exist, the shoulders will be milled just ahead of the mainline milling and removed material incorporated into the recycle process."

2) Q. *Is the Contractor required to measure compaction?*

A. Yes. The Contractor, throughout the recycling process, shall continuously monitor all compaction effort, treatment depth and equipment calibration.

3) Q. *If an aggregate is needed to meet specification 310.02, will it be paid as a separate item?*

A. Preliminary Mix Designs have indicated that there will be no need for any new aggregate. In the event that the successful Bidders Job Mix Design requires new aggregate, it will be considered incidental to Item 310.14.

4) Q. *May Cold-in-place recycling be performed using an up cutting drum milling machine providing that the recycling train includes a mobile crushing/screen unit that would size the material to meet the specification. Would the Department of Transportation allow the contractor to use an up cut milling machine with a mobile sizing unit instead of a down cut machine?*

A. Yes

5) Q. *Because of the nature of the CIP process and the recycling train configuration, placing recycled material in one operation in two different slope has never been done successfully by this company at the slopes and widths described in the guardrail & asphalt curb sections. Furthermore, 20 ft paving screeds are not very common and it appears that the number of sections where guardrail & asphalt curb sections is limited. In order to facilitate the recycling operation would the Department of Transportation allow the successful bidder to place the recycled material on the shoulder at the same slope of the mainline?*

A. No. On the high side of the Superelevated areas with guardrail or curb, the CIP process will extend only to the edge of the travel way [3.3 m] with the remainder being built out of Aggregate Subbase Gravel. On the low side of the superelevated areas the CIP process will extend to 4.2 meters with the remainder being built out of Aggregate Subbase Gravel.

6) Q. *Will the Department of Transportation allow the successful bidder to place reclaimed asphalt pavement from the milled section of the project ahead of the recycling operation in a separate operation/lane closure in order to increase production?*

A. Yes, the Department of Transportation will allow the placement of millings on the road surface in front of the CIP train in a separate operation/lane closure. Special 652 - Maintenance of Traffic states; "Where more than one work area restricts traffic to one lane operation, these work areas shall be separated by at least 1.6 km of two way operation."

7) Q. *In the areas where the thickness of the reclaimed asphalt is greater than the Cold-in-place Recycled depth, will the Department apply the compaction specifications in the same manner as where the CIP mixture is placed on hard surfaces?*

A. Yes, the same compaction specification will apply.

8) Q. *Can it be assumed that the CIP material will be placed at the same depth as indicated in the typical transverse section drawings?*

A. Yes, see Typical Section 1, Note 3. Every effort will be made to place 30 mm over the gravel shoulders.

9) Q. *Section 310.03 of the CIP recycle Specification describes a milling machine with a minimum cutting drum width of 2 m. Section 310.07 of this same specification states that the "Mainline milling will be accomplished full lane width in one pass." The plans show the existing and proposed travelway to be 3.3 m wide. Is it the Department's intent to use the special equipment to accomplish this milling?*

A. Section 310.03 Mainline Cold Milling Machine states: "The cutting drums shall be a minimum of 3 meter in width, with the ability to add 0.3 or 0.6 meter extensions to the drum." The width of 2 meters refers to shoulder milling which is not applicable to this project.

10) Q. *In the construction notes, Item 202.127 states "Pavement to be ground up and stockpiled to be used ahead of the C.I.P. recycle train." Does the department anticipate that ALL of this milled material will be required? Will any milled material form the project be available to use as the top layer of the Aggregate Subbase course or will a temporary surcharge be required as detailed in Special Provision 314?*

A. It is anticipated all the material will be used to correct the existing cross slope.

11) Q. *In the general notes, note #9 says that item #411.10 Untreated Agg. Surf. Course, may also meet the requirements of item #204.20 Add Shoulder Aggregate. Since this is the normal item used to finish gravel drives at the end of paved driveway lips will this item be added and replace note #35, which basically asks the contractor to use 6" minus agg subbase to back-up driveway lips?*

A. No.

12) Q. *Section 502, basis of payment states that existing structure modifications will be paid for at the contract Lump Sum price. Both the old schedule and the special provision pay item show Item 502.41 being paid by the M3?*

A. Item 502.41 will be paid for by the cubic meter.

13) Q. *Typical Section, sheet 11 of 11 shows the proposed concrete superstructure slab. The "Slab Plan" view of this drawing shows differing lengths of the existing granite headwall to remain, resulting in non-parallel substructure. Can this drawing be considered accurate?*

A. This typical has no scale and only the written dimensions can be considered accurate.

14) Q. *Spec Provision, Section 502, page 1 of 2, 7th paragraph states that "The superstructure modifications shall be designed to act integrally with the existing deck". And also contains further references to existing reinforcing steel. What does the department consider the existing deck?*

A. The new concrete superstructure slab only comes into contact with the existing granite block headwall as shown on typical 11.

15) Q. *What type of foundation does the existing granite substructure rest upon?*

A. Ledge.

16) Q. *Are there any piles in this structure?*

A. No.

17) Q. *Is any other information available regarding this substructure?*

A. No.

18) Q. *Has the Department performed any Investigations regarding the condition of the existing substructure?*

A. The existing substructure is cut granite stone blocks and upon visual inspection appears to be in excellent shape.

19) Q. *Reference Section 502 and bid item 502.41, which indicates the removal portion of the existing concrete headwall and superstructure curb and deck. Are there any suspected limits to the removal work required? If removal work is required beyond any reasonable limits will the contractor be compensated for the additional work, or is this unknown overrun to be carried in the contractor's unit prices?*

A. There is no removal of any existing concrete headwall, superstructure curb or deck.

20) Q. *Reference Section 502 and bid item 502.41 which includes the design and construction of a superstructure slab. Is it the department's intent to have a contractor design a superstructure slab similar to the contract drawings and assume that the existing substructure will support this slab?*

A. Yes.

21) Q. *Are there any abutments to tie into the existing structure?*

A. No.

22) Q. *If additional work is required beyond the slab and curb work detailed in the drawings, will there be compensation for the additional design and construction required?*

A. There will be no additional work required beyond the slab and curb work.

23) Q. *What are the modifications that need to be done to item 606.364? Does it need post and block? Change the post spacing from 12'6" to 6'3"? Does the existing have block and backup plates?*

A. Item 606.364 is guardrail remove, modify and reset and has six locations in the construction notes, 3 left and 3 right. The guardrail located at 9+684 to 9+707 left and 9+688 to 9+9+714 is newer rail and will only need to be removed and reset. All other guardrail locations the existing rail has square washers in place and no spacers. Post spacing is fine.